



Peugeot Car Club (Auckland)

Peugeototex[©]



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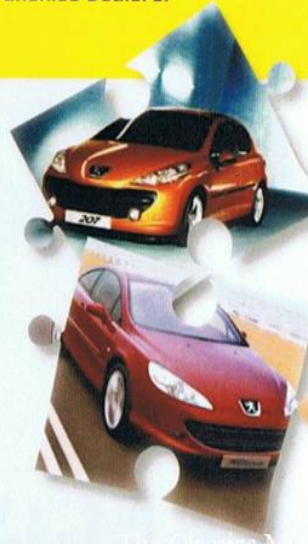
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COMING EVENTS

peugeotclub.org.nz

**For updates on events, keep
an eye on our website
peugeotclub.org.nz**

March 3 – Brit & Euro Classic Car Show

April 21 – Petanque contest

June - Midwinter get together

THOUGHT FOR THE MONTH

Unity does not equate with uniformity



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Peugeotex is the monthly magazine of the
Peugeot Car Club (Ak) Inc. The Club accepts no
responsibility for any views expressed in it.

PRESIDENT'S RAMBLE

Well this an odd one, getting written just before 4pm, not a late night write!

We have been very lucky to have Matthew Ensor join the committee, but frankly one more would be ideal to cover, our last committee meeting did not have a quorum so is more a committee intention than a legal meeting – at least according to the rules of our constitution. Regardless, another person to share the load would be more than useful. The workload is not too onerous – 11 meetings per year with the ability to put apologies in when required. Occasional specific tasks – in return a night out from your ordinary, a chance to natter with a group of your fellow automotive enthusiasts and you get your magazine first!

On the subject of Matthew (possibly Matt – we went to primary school together where he was always Matthew – I can't change my old ways -and they are old ways, we both left Cornwall Park District School at the end of 1979– I believe most call him Matt these days) a big thank you for not only your commitment to the committee, attendance at events and not

cursing too many words when the clutch broke after he left the Ellerslie Concours display and arrived home on the back of a truck, but he is now contributing on a regular basis to the club magazine with the addition of a quiz. Jeanette is pleased to say the least, for what is hoped to be a regular content addition, hopefully monthly and I understand each month is to have a different theme. I am sure we all look forward to seeing what he has for us.

I won't say too much about the Ellerslie Concours, an article to the best of my knowledge is written elsewhere in this magazine, but I will add what I consider to be the funniest story of the day.

Whilst queuing for coffee I overheard a couple of Lamborghini drivers discussing whether they would be able to successfully leave their display location or if they might have to find some wood or another route to leave by. There was the slightest change in the road height that I wouldn't have even noticed if they hadn't discussed it in my earshot. On this occasion their Super Cars may not have been Super! In their defence and probably their relief, I did see them successfully leave after the show, very slowly over the "bump", so they did cope.

Unfortunately not enough have said yes to the proposed Gymkhana, most of you will have got the email, for those that don't here's the notice. We will try again next year. It is **not** happening this summer.

I didn't attend the Brit Euro this year, instead I ran Around the Bays (well I actually ran about 400m, my ankle said that's enough this year, then walked the next 8km), still managed it in an hour and 12 minutes, I don't think many if any others would have walked it faster, certainly not in my age group, so I am really pleased.

The rest of my family, Mandy, Joshua, Jasmine and Jessica all ran it in between 37 minutes and 48 minutes, so they did brilliantly well. More importantly it meant we all were able to go to company BBQs afterwards, eat, drink and get back to the car just before 12 when the rain started, and started hard.

Not so lucky were our club members who went to the Brit Euro, the rain arrived there about 9am and was unrelenting so Don Howarth informs me.

Coming up the committee has been approached by Citroen to share petanque with

them, on the date we were originally going to hold a Navigation Trial. The decision has been made to defer the Navigation Trial and join Citroen. Details aren't firm at the time of writing this, but do contact Laurence (details elsewhere in the magazine) to show your expression of interest. I would like to see a number of us out there if you can make it.

As for the Navigation Trial, I am wondering if there is anyone willing to organise it – you don't have to be a committee member and I won't take it that you have volunteered onto the committee just because you have chosen to take it on (but you are welcome to do both). You can set the course and the date if required, support and ideas can come from the committee if required.

Hope to see you all soon – come play petanque in the park with us,

Brent

Just as a side comment. Nicholas and Emily Grant also ran Round the Bays and Nick was pleased to do it in 45 minutes – on his first attempt.
JG

COMING EVENTS

March 17	Gymkhana – Cancelled due to a lack of potential entrants
April 21	Petanque contest v Citroen; the venue has not yet been decided. Lawrence is organising it and will let us know as soon as things are finalised. If you are interested, send your queries to Citroen i.e. laurencenewhook@gmail.com
June	Midwinter get-together; TBC

DID YOU KNOW?

I don't think many people today are aware of Peugeot's link to Brigitte Bardot. In 1954, as a 19 year old model from Tropez – long before she became an international superstar – Simca gave her the prototype of a new model to act as its ambassador. As such, she appeared in advertising and promotions.

It was a Weekend cabriolet, a two-door variant of the Type 9 Aronde that the coachbuilder Facel hand-built. Bardot kept it for six years before giving it to a sculptor friend. Today it is part of the Lane Motor Museum in Nashville, Tennessee, USA.

How is this linked to Peugeot?

Simca which began as an offshoot of Fiat, acquired Talbot in 1957 and in the 1970s they became part of French Chrysler. Then Peugeot acquired Chrysler and added Talbot and Simca to its collection of legally protected historic brands. Today, they are all part of Stellantis.

JEANETTE'S JOTTINGS

If you are having problems with rodents, there are three smells that they particularly dislike; peppermint, citronella and bleach. Ants dislike cinnamon.

Strawberries top the list of fruits and vegetables containing the most pesticides. Analysis of a single sample revealed residue from no less than 22 different pesticides, and a third of the samples tested contained 10 or more toxic products.

England and Wales had their warmest Februarys on record, according to provisional Met Office statistics. The average temperature in England for February 2024 was 7.5 C, topping the previous record of 7.0C set in 1990.

New research suggests that Trump is one of the main reasons for the sharp increase in negative political language in the United States.

Monaco is the most densely populated country in the world, and Macao (China) is the most densely populated administrative territory in the world. Tokyo in Japan is the most populous city in the world, but Manila in the Philippines takes the top spot as the world's most densely populated city.

Leonardo da Vinci invented scissors!!!

The Indian slum of Dharavi has an estimated population density of over 350,000 people per square km (over 800,000 people per square mile).

Switzerland has enough fallout shelters to house every single resident. There are thousands of shelters in Swiss homes. In fact, by law, each person in the country is entitled to a place of shelter underground, calculated at one square meter per person.

Landslides in New Zealand kill more people than earthquakes, tsunamis and volcanoes combined and cost the country billions of dollars.

Researchers have devised an economical way of reducing the environmental impact of both the steel and aluminium industries by using hydrogen to melt down the toxic red mud left over from aluminium production to produce green steel in around 10 minutes.

High-density lithium batteries hold vast amounts of energy – so researchers have built fire extinguishing capabilities right into the cells themselves.

Even mild cases of COVID cause significant, measurable cognitive deficits compared to those never infected with the virus. COVID brain fog is real, and it can sap up to six IQ points for at least a year.

EVs IN WINTER

Norway has the highest EV adoption rate in the world, with nearly one in four cars being all-electric. It's also one of the coldest countries in the world, but we rarely—if ever—hear or read about spectacles like the endless lines at chargers that were seen in Chicago in January.

So, how does Norway play the EV game in freezing temperatures?

According to a story published by The New York Times, EV drivers in Norway are used to preheating their cars before going out for a drive in freezing temperatures. Lars Godbolt, who's an adviser of the Norwegian Electric Vehicle Association, said that charging infrastructure has also been improved greatly in the past few years, leading to shorter lines during the winter at charging stations.

Another interesting piece of information is that the majority of people in Norway live in houses, not apartments, and that nearly 90% of EV owners have their own charging stations at home, Godbolt said for The New York Times.

Another difference between Norway and the U.S. has to do with trip length. In the U.S., it's not unheard of for people to drive over an hour to get to work, while the average commute in Norway is typically less than 30 minutes. The distance travelled is also shorter than in the United States because of the way the road infrastructure is set up.

So – do your homework before going out in the freezing cold:

- charge at home,
- precondition the battery before fast charging,
- and even read the manual (crazy, right?) if you have to.

And remember, people riding around in horse-drawn carriages used to laugh at motorists in the early days when gasoline had to be bought from the pharmacy in glass jars.

HOW LONG DOES AN EV BATTERY LAST?

From 'Move Electric'

An electric car battery isn't just one big unit, though. It consists of hundreds of cells grouped together to create a module which are then put together to create a battery pack.

Typically, the more cells an EV battery has, the greater its capacity, thus the further it can travel on a charge. A BMW i4, for example, uses an 83.9kWh battery which is made up of four modules with 72 cells, and three modules with 12 cells. As well as

lithium, electric car batteries use expensive materials such as cobalt, manganese and nickel. Steel and aluminium are often used as part of the battery casing. The entire EV manufacturing process also generates large amounts of CO₂: Polestar revealed that building one of its 2 saloons creates 24 tonnes of CO₂e (CO₂ equivalents), while an ICE-powered Volvo XC40 generates 14 tonnes of CO₂e during its production.

The life expectancy of an EV battery varies depending on its size and type, but typically, a lithium-ion battery should last around 10-20 years or 100,000 miles.

Most EVs can achieve more than 100,000 miles, however, before the battery needs changing. You only need to search the classifieds to find a high-mileage EV that has covered well over 100,000 miles. Tesla themselves state that their batteries can last up to 150,000 miles without issue.

Over time, the lithium-ion cells within the battery degrade after hundreds of charging cycles. In fact, an EV battery loses around 2% battery capacity every year. And while battery degradation won't impact the performance capabilities of an EV, it will reduce the range.

There are many ways EV owners can limit battery wear: only charging to 80% is common practice for most, consistently charging to 100% will degrade the battery faster. DC rapid chargers – while handy for topping up quickly on the move – also causes greater wear due to their higher output speeds. Charging at a slower rate, for example using a 7kW home wallbox charger, is better for battery health.

Preserving battery health is important, too, as the cost to replace a full pack is expensive. Indeed, the

price for a replacement battery will vary depending on its capacity.

The good news is that most of the materials used to create a lithium-ion battery can be recycled and the cells inside the pack can be reused for other purposes.

Vehicle manufacturers are able to recycle up to 90% of the materials inside the battery packs. Metals like lithium, nickel, cobalt and manganese can all be recycled and then reused in battery production once they have been chemically processed.

The recycling process itself is complicated: batteries need to be fully discharged to prevent any electric shocks during the dismantling of the pack. Batteries are then shredded in order to separate the materials inside.

Beyond the materials, individual cells can be recycled and used in other capacities. Jaguar, for example, partnered with generator manufacturer Pramac to develop a portable energy storage unit powered by second-life I-Pace batteries. Cells were taken from I-Pace prototype vehicles and then implemented into the energy storage system. Nissan is also repurposing old Leaf batteries and using the cells to create portable power packs which can be used to power small gadgets and appliances.

Governments and international organisations are recognising the importance of battery recycling and have introduced new regulations to make batteries more sustainable.

The European Union, for example, announced last year that from 2027, EV battery manufacturers will need to recover 90% of the nickel and cobalt used inside, and up to 95% from 2031. Manufacturers will also need to recoup 50% of the lithium used from 2027, increasing to 80% in 2031.

THE NEW PEUGEOT 408



Unveiled to the public on 22 June 2023, the New PEUGEOT 408 combines the silhouette of a 5-door saloon with the dynamism of a fastback coupé. Its unexpected design gives this new PEUGEOT a unique style. Its low stance contributes strongly to the vehicle's aerodynamic performance and handling, an important marker of the brand's DNA.

The exterior style of a car is responsible for 50% of its aerodynamic performance. For example, the style of the wheels, the underbody, the interior flow... All these elements are essential and must be considered to achieve

the most efficient performance possible. A series of wind tunnel tests were carried out to check all the elements that could cause excess energy consumption. Particular attention was paid to the front of the car, which was rounded to generate little turbulence, and to the rear, which was narrowed to ensure the smallest possible wake. With its large 20-inch wheels and a disruptive design, it has a majestic profile that gives this New PEUGEOT 408 a silhouette full of allure!

Verdict: The New PEUGEOT 408, offers an assertive disruptive line AND an unfailingly positive energy balance.



ELLERSLIE CONCOURS 2024

From the back Left; Nathan Yelash, Brent Druskovich, Jay Hardie,
 Janne Ensor, Andrew Corbett
 Middle row; Bronwyn Yelash, Liesje Bradley, Matthew Ensor
 At the Front; Graham Pooley
 Not present - but displayed his 607 - Dennis Lowe



CONCOURS REPORT

The emails were flying out well before the event, reminding everyone who had made the commitment to show their car or cars and to be organised with a list of instructions and then a group theme to match the organisers "Dress to Impress".

This then prompted a flurry of responses, all concerning various states of health or otherwise of their classic, which was a great relief instead of Cyclones or the dreaded Covid.

The start point that Brent D had organised was the Remuera Primary School at 8.15am, which was a lot easier to get to than I imagined even on a Sunday morning- fortunately bringing the Sunday Star Times for company as I waited for the others.

"FiFi" was next to arrive – the 404 owned by Liesje, who had her husband following her all the way from Te Atatu, in case she broke down. The stories quickly unfolded, after introductions that FiFi was not to be turned off as she may not start again!!!- this even after Club Member Jay Hardie had tried to wave his magic over her with a new fuel pump and cleaned up carburettor. Team members continued to arrive, Matt and Jan in the 407, Nathan in the borrowed 604 (From Jay), and Brent in the 505.

As we waited for the last two to arrive, the left rear tyre on FiFi had decided to deflate – we all suspected that Liesje had driven all the way from home like that, even with husband following her as lookout. Solution was to get to the nearest Mobil Service station and

pump it up, so off FiFi went, followed by Matt and Janne as escorts.

The rest of us headed for Ellerslie Racecourse and were duly herded into the French Corner, where the Citroen and Renault boys had already made camp. Once Liesje had brought out all the club flags, banners and bunting, adapting the bamboo poles provided by her, torn out of her garden at 6am!!, we all quickly supported the theme by dressing up the hedge rows, barriers and cars- complete with French table and chairs, the compulsory Baguette and French bubbles.

The last 2 cars to arrive were the 203 and the 505 both owned by Jay, with Graham driving the 505. With the work done and before the show opened at 10am the attention turned to FiFi, now with the tyre well and truly flat. Jay and Graham moved quickly to remove the spare from the underboot location (Liesje admitting she had no idea it was there) and arranging the car jack to remove the left wheel. The spare tyre presented another problem – it was FLAT!!!!. But when you have a club member such as Jay, then there is always the possibility that he travels with enough workshop equipment to handle any eventuality and sure enough, he pulls out his mobile air compressor which is put into action, tyre inflated, FiFi very happy and looking smart.

The great part of attending a show are the introductions and the discussions with your fellow club members. This combined with the interest shown in each other's car or cars always leads to some

interesting technical detail or information that may be useful for some. A case in point was when FIFI had her bonnet up and everyone pouring over it – pointing out to Liesje that she had some work to do!! Dennis provided some 404 knowledge regarding the little known Identification stamp used by Campbell Motors in Thames - a small crude T letter and 3 number combination done with a metal punch. The marks on FiFi were visible but covered in paint which made them hard to identify. This also brought up the fact that Liesje father had worked at Campbell Motors in Thames - so a very Peugeot family.

Matt and Janne Ensor's 407 V6 manual Coupe was a delight to see and to hear. The \$5000 car, in my mind was a bargain, as the condition even with 148k on the clock is exceptional. Matt explained that there were 200 examples brought into the country and they all had a special exhaust – which when matched to the V6 and manual gearbox made a glorious sound.

In discussions with Brent – he had mentioned the recent work done on his 308. The engine light on- so it was off to Armstrongs – Timing Chain replacement required. The car had done 148k but he was unsure when the chain was done before. We talked about this "Prince" Engine developed between BMW and Peugeot and its apparent issues – well documented on You Tube for Mini engine overhauls. Remember this is a chain not a belt and still you have to replace them. He stated that the price from Armstrong was around \$2k and he made sure he received

the 20% Club member discount – which was great to hear. The RCZ had a recent air compressor collapse and my Auto Electrician went straight to Peugeot for a complete new unit costing over \$1100. Maybe I should have checked Armstrong first!

With morning tea begging, Matt and Brent went hunting for coffee - as did 200 others – but it duly arrived and followed by Nathan's mother, Bronwyn producing the most delightful homemade shortbread - 2 pieces were compulsory - as readers of the Peugeottex know the President has filled many lines in his report on food delights - so why not acknowledge these treats. Thank You Bronwyn.

Matt and I decided to check out the car show in full. It was great to walk and talk with someone who clearly has a love of cars – but also has dreamed of ownership of so many from the boyhood days to now.

There were so many standout cars on show. The Ford RS club was a new one for me and well represented; the 100 years of MG showed some superb examples of the Marque especially 2 K3 cars that I think had been winners before. One interesting feature on the MG stand was the new vehicle for the marque. A new MG4 was shown – this is a car in the small car category but is a full EV with a power output of 429 BHP!!!!, what a rocket. Not far from the MG stand was the Morgan stand, with two new 3 wheelers – looking fantastic.

The exhibition has increased in size and with it the size of the Large American cars on show.

There were plenty on offer. The sheer size, particularly the width of the show Cadillac, was something you would not want in your rear view mirror travelling at 100kph.

The Mazda Club scored 3rd in the Club Competition with the 007 theme and all cars adorned with guns, diamonds and rockets. The Mazda RX7 display caught Matt's eye, again admitting to a dream car – a red Mk2 with the 12A rotary engine. The owner was great to talk with as Matt slid inside and wondered "What if?". The answer was quick- the owner wanted \$80K for the car!!!- which was to be expected as the condition was as "new from factory". The owner had spent countless hours fully reassembling the car with every new part possible.

We met Steve, an old colleague of Matt's in the Porsche arena and current committee member of the Porsche club. When asked about membership, he stated that nationally they had 1000 members, of which 600 were Auckland based- so they had no trouble asking for 30 members to display at Ellerslie and 30 cars really do have a presence.

Lunchtime showed up the food theme with Matt and Janne taking the honours with a superb picnic basket, including Champagne, Camembert cheese and small meringues. Brent had his home made filled rolls and Jay and Graham decided to try the Food Cart – Chips and Burgers.

We found the Zagato Exhibition inside the main race stand- with some beautiful and some extraordinary examples of this car builder - standout was the dashboard of a Lancia (see photo).



The weather was OK with the day getting better as the event wound down. The wind had assisted in flying the Peugeot Flags to advantage and this attracted more attendees to our little French corner, many of whom had come from Africa and showed great interest in the 404/505 cars, many with stories to tell.

We did not win the Best Club display, that went to Military Vehicles Club while the Auckland Mustang Owners Club won the Concours Team event. Nathan's mother won our best dressed French theme and our 'Club Supporter Award' for her shortbread biscuits, equalled by Jay for his contribution of 3 cars and air inflator. Nathan and Brent in the new Peugeot shirts from Peugeot Wellington also looking great. We will need to up our music selection as the repeat on play that Graham chose could have done with some Edith Piaf, Madeleine Peyroux or Brigitte Bardot.

Thank you to Liesje and Brent for the organising and if we can get more cars there in 2025 then we will need a bigger space.

Well Done to All.

Andrew Corbett

NEXT INSTALLMENT

by Don Howarth

I will start on the next stage of the resto which is going slowly as I find I need more clips, etc for attaching the body mouldings to the exterior body work. So many were rusted & broken but they are essential.

I have one good front fog light and need two & so it goes on. It is proving very hard & expensive to find the red trim that fit the centre of bumpers & side mouldings, has to come from France or UK.

Cheers

Don

'ALLURE CARE'

Peugeot is offering customers of the new E-3008, a support programme which is intended to guarantee peace of mind by covering the electric motor, charger and powertrain as well as the main electrical and mechanical components for up to 8 years or 160,000km.

Called "Peugeot Allure Care' this is in addition to the specific warranty already offered by Peugeot on all its electric vehicle batteries.

Peugeot is the first European brand to offer such extensive coverage on one of its models, and it reflects their confidence in the quality & reliability of their product.

ELECTRIC VANS TO BE BUILT IN UK

In 2025, Luton will celebrate its 120th anniversary and become the 2nd Stellantis plant in the UK to manufacture electric vehicles. (The Combo Electric is already being built at Ellesmere Port.)

It will produce the fully electric Vauxhall Vivaro Electric, Opel Vivaro Electric, Peugeot E_Expert, Citroen ë-Dispatch and Fiat Professional E-Scudo in both right and left hand drive so it serves the UK market but can also export to LHD countries. Internal combustion vans will continue to be built there.

Opened in 1905, Luton has been home to Vauxhall for more than a century. The first commercial vehicles were assembled there in 1932 with panel vans VYC and VXC the first to roll off the assembly line.

Production of the Vivaro began in 2001.

Among the first electric vehicles to be produced at Luton, the New Vauxhall Vivaro Electric is powered by a 75kWh battery paired with a 100Kw (136PS) electric motor. It has a range of up to 349km while a 5-80% charge can be completed in just 45 minutes from a 100Kw rapid charger.

Stellantis is demonstrating their confidence in the UK government's commitment to a fully electric future.

TEST YOUR KNOWLEDGE

1. Name the famed French coachbuilder responsible for crafting a handful of bespoke shooting brake conversions based on the Peugeot 504.
 - a. Heuliez
 - b. Chapron
 - c. Facel Vega
2. In the 1970s, a model from another manufacturer shared some underpinnings with a Peugeot model. Identify both the Peugeot and its counterpart.
 - A. Peugeot 604 / Citroen SM
 - B. Peugeot 504 / Renault 30
 - C. Peugeot 505 / Talbot Tagora
3. In the 1980s, excluding the hypercars, what was the most powerful production Peugeot model based on its horsepower output?
 - a. Peugeot 505 Turbo
 - b. Peugeot 205 Turbo 16
 - c. Peugeot 405 Mi16
4. What was the internal project name for the model that would eventually become the Peugeot 307?
 - a. T5
 - b. T7
 - c. T6
5. Peugeot has collaborated with several Chinese automakers over the years. Which of these is NOT a current or former joint venture partner?
 - a. Dongfeng
 - b. Changan
 - c. Geely
6. Name the long-forgotten Peugeot model from the 1930s, featuring a retractable hardtop roof, a pioneering technology for its era.
 - a. Peugeot 401 Eclipse
 - b. Peugeot 601 Eclipse
 - c. Peugeot 301 Eclipse
7. Which Peugeot of the early 2000s had a concept version with a V12 engine?
 - a. Peugeot 607
 - b. Peugeot 907
 - c. Peugeot 407 Coupe
8. Peugeot has a long history in motorsport, but in the 1950s, they unexpectedly competed in an entirely different type of sporting event. What was this event?
 - a. 24 Hours of Le Mans
 - b. Tour de France
 - c. East African Safari Rally
9. What is the somewhat whimsical name of the in-house museum where Peugeot showcases its extensive automotive and industrial heritage?
 - a. Musée de l'Aventure Peugeot
 - b. L'Héritage Peugeot
 - c. Peugeot Mémoire
10. During World War II, Peugeot factories were commandeered by German forces. What unusual type of vehicle was Peugeot forced to produce during this period?
 - a. Half-track vehicles
 - b. Light tanks
 - c. Motorcycle sidecars

ANSWERS ON PAGE 18

The small artisan manufacturer WM has always been close to the Sochaux-based brand and was the only one to wear the Peugeot colours in endurance racing for many years.

The WM adventure began in 1969 on the initiative of two Peugeot engineers, Gérard Welter and Michel Meunier, their initials forming the brand's logo. In their spare time, they produced an elegant coupé, called the P69, built on a Peugeot 204 cabriolet base. This first prototype was the draft of the more elaborate WM P70, which was presented to the press on 22 April 1970. This berlinette was to be the starting point for all subsequent WM racing cars.

At the end of the sixties, several French small-scale manufacturers embarked on the adventure of car racing. The quality and performance of these small sports cars were very good, and brands such as Jidé, CG, Fournier-Marcadier, Ligier and WM regularly made their mark alongside the industrial manufacturers, using and modifying the mechanical parts produced for the mass-produced models. The first oil crisis of 1973 put an end to the existence of most of them, but WM still clung to its ambitious

projects and the private team finally managed to enter a car in the 1976 Le Mans 24 Hours.

However, not everything was simple for Gérard Welter and Michel Meunier, the founders of WM seven years earlier, and the road to making their dream a reality was arduous. In 1969, the two partners were employed at the Peugeot Design Office in La Garenne-Colombes and it was quite naturally from elements of this manufacturer that they designed their first P69 and P70 prototypes in a modest room installed in Thorigny in Seine-et-Marne. They were supported in their project by a whole group of competition enthusiasts like themselves: José Mailhé as well as the brothers Denis and Xavier Mathiot, the latter of whom was also part of the crew of the first WM to compete at Le Mans. At that time, although Peugeot was closely following the progress of their work, the Sochaux-based company did not officially commit itself. It was only for the 1976 edition of the 24 Hours that Gérard Welter obtained technical and financial support from the manufacturer and was finally able to enter his P76 in the Sarthe event.

From its first participation in the 24 Hours of Le Mans, the ambition of the small WM team



The WM P69, in Monthléry in 1969



The P88 (n° 51) for the Claude Haldi-Roger Dorchy team in 1988

was not to win the event, it had no illusions on that point. Its ambition is to break speed records by working on the aerodynamics of its prototypes.

Since the previous year, Gérard Welter had become responsible for Peugeot's exterior styling, which explains the meticulous finish of the cars designed at WM. A well-born car, the WM P76 was used for several seasons, undergoing some modifications over time. The initial chassis evolved until the early 1980s, taking the name P78, P79/80 and then P81. In 1977, the naturally-aspirated V6 PRV was fitted with a KKK turbo, giving it a power output of 400 bhp and enabling the WM to break the 300 km/h barrier.

In 1987, the WM team set itself the goal of being the first to exceed 400 km/h on the Le Mans circuit. To this end, it set a record a few days before the event, using a section of the newly built A26 motorway.

On 4 June, François Migault reached a speed of 416 km/h in his P87, which was then the world road record. Unfortunately, at the 24 Hours race held a few days later, although one of the two WMs entered broke the speed record in practice (381 km/h), neither of them finished the race.

For the 1988 edition, WM still had its challenge, which it called the "Project 400", and it entered two cars, a P88 (n° 51) for the Claude Haldi-Roger Dorchy team and a modified P87 (n° 52) for

Pascal Pessiot and Jean-Daniel Raulet. In practice, the No. 52 was 22nd (3'34"65) with a top speed of 376 km/h, while the No. 51 was 36th (3'41"48) at a top speed of 380 km/h.

During the race, the car of Pessiot and Raulet abandoned at the 5th hour, victim of its transmission. All the hopes rested on the second car and they were not to be disappointed. Shortly before 9 pm, after a first lap time of 394 km/h, Roger Dorchy was indeed recorded at 405 km/h in the Hunaudières straight! But the pretty P88 was not to recover from this historic feat as it retired at the 11th hour due to an overheated engine. WM came back to Le Mans in 1989 for a last ride without any achievement, putting an end to the adventure of this manufacturer under this name.

On 11 June 1988, Roger Dorchy set the absolute record of 405 km/h on the long Hunaudieres straight at the Le Mans circuit. This record has never been beaten since because slowing chicanes have been added since 1990.

A few days earlier, during tests, Roger Dorchy had reached 408 km/h, but his performance could not be officially validated because the time recording system was not connected...

The WM P88 No. 51 was painted in the elegant green and white livery of the Heuliez coachbuilder, the team's main sponsor at the time.

BRIT-EURO REPORT

by Don Howarth

The weather was horribly wet once we were set up. It rained hard from about 9.00 am to after 1 pm, so crowds stayed away,

We talked amongst ourselves and a few public. Two volunteers did not bring cars; one came and talked but his 407 was in at Armstrong's awaiting a new clutch part. Liesje's 404 was at panel shop for rust removal to be done & she has caught Covid so stayed away. Jayden's friend who was to drive his 306 Cabrio cried off & no out of town owners turned up, probably due to shocking forecast.

Very little to say really. The hot hatch display was good, very representative of all marques. The 205 GTi 1.9 imported for the Benson & Hedges 500 in 1986 (I think) was in that display. It won in class that year driven by Graham Lawrence & his brother, it has been owned by current owner's mother & now by him continuously since then. Colour is white with red & black traditional cloth seats, it looked good and very original.

I forgot to take my camera, so asked Jayden if he had taken any photos, but no. I will ask others who attended. Dennis Lowe bought Ros's baby Austin 7 on a trailer & showed that in Austin display and his nice 607 in ours.

A number of expected Citroen's cried off due to the weather but still a big display & a magnificent DS Pallas Utility created by the renowned panel beater from Manaia in Taranaki, who is the restoration guru displayed his clever vehicle.

It still has the lower half of the rear doors in place, opened from inside the car and when opened they contained oil, coolant & some cleaning products cleverly held securely in place. A true masterpiece admired by all he showed it off to. It had a good sized tray & towbar so quite as practical as a modern ute but so much more aerodynamic and stylish in a yellow bronze metallic paint job.

ANSWERS FOR THE TEST

1-a, 2-c, 3-b, 4-b, 5-c,
6-b, 7-b, 8-b, 9-a, 10-a

Thanks to Matthew Ensor.
He is preparing a series to
include each month.



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FEMALE INVENTORS - Marion Donovan, 1917-1998

Marion Donovan is recognized as one of the era's most prominent female inventors. She secured a total of 20 patents for her creations. Her first patent in 1946 was a diaper cover. She later added buttons, which eliminated safety pins. Her original disposable diaper was made with shower curtains, with her final one made from nylon parachute cloth. This method helped keep children and clothes cleaner and dryer, and helped diminish rashes. Of course, her patent was ignored by diaper companies.

THREE MORE JOKES

Q] Why wasn't Han Solo happy about his steak dinner?

A] Because it was a bit Chewie.

Q] Do you know why my friend called his dogs Timex and Rolex?

A] Because they are watchdogs.

Swimming with sharks is really expensive. Last time I did it, it cost me an arm and a leg.





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